

(ii) The dates on which discharge begins and ends unless the equipment allows a person to enter these dates on the record manually.

(3) Each system that has the capacity to exceed  $Q$  calculated in paragraph (b)(1) of this section must have equipment that—

(i) Records the NLS residue flow through the system; and

(ii) Is sufficiently accurate that its recorded values averaged over any 30 second period differ no more than 15% from the actual flow averaged over the same 30 second period.

(4) Each system that has the capacity to exceed  $Q$  calculated under paragraph (b)(1) of this section and does not automatically control the flow rate must have—

(i) Manual controls that enable the flow to be adjusted to the value of  $Q$  calculated in paragraph (b)(1) of this section and that must be moved through at least 25% of their total range of movement for the discharge rate to change from  $0.5Q$  to  $1.5Q$ ; and

(ii) A flow rate meter located where the flow is manually controlled.

[CGD 81–101, 52 FR 7781, Mar. 12, 1987, as amended by CGD 81–101, 53 FR 28974, Aug. 1, 1988 and 54 FR 12629, Mar. 28, 1989]

**§ 153.482 Stripping quantities and interim standards for Category C NLS tanks on ships built before July 1, 1986: Category C.**

Unless waived under § 153.483 or § 153.491, each Category C NLS cargo tank on ships built before July 1, 1986 must meet the following:

(a) Unless the tank meets the interim standard provided by paragraph (b) of this section, the tank must have a stripping quantity determined under 153.1604 that is less than  $0.95 \text{ m}^3$ .

(b) Before October 3, 1994, the tank may have a total NLS residue determined under § 153.1608 that is less than  $3.0 \text{ m}^3$  or 1/1000th of the tank's capacity.

**§ 153.483 Restricted voyage waiver for Category B and C NLS tanks on ships built before July 1, 1986: Category B and C.**

At its discretion the Coast Guard waives §§ 153.481 and 153.482 under this section and allows a ship to carry Category B and C NLS cargoes between

ports or terminals in one or more countries signatory to MARPOL 73/78 if the ship's owner requests a waiver following the procedures in § 153.10 and includes—

(a) A written pledge to—

(1) Limit the loading and discharge of Category B and C NLS cargoes in a foreign port to those ports and terminals in countries signatory to MARPOL 73/78 and listed in accordance with paragraph (b) of this section; and

(2) Prewash the cargo tank as required under § 153.1118 after each Category B or C NLS is unloaded unless the prewash is allowed to be omitted under § 153.1114;

(b) A list of—

(1) All foreign ports or terminals at which the ship is expected to load or discharge Category B or C NLS cargo, and

(2) All foreign ports or terminals at which the ship is expected to discharge Category B or C NLS residue from the tank;

(c) An estimate of the quantity of NLS residue to be discharged to each foreign port or terminal listed under paragraph (b)(2) of this section;

(d) Written statements from the owners of adequate reception facilities in the ports and terminals listed in accordance with paragraph (b)(2) of this section who have agreed to take NLS residue from the ship, showing the amount of NLS residue each agrees to take; and

(e) A written attestation from the person in charge of each port or terminal listed in accordance with paragraph (b)(1) of this section that the administration has determined the port or terminal to have adequate reception facilities for the NLS residue.

NOTE TO § 153.483: Certificates of Inspection and any IMO Certificates issued to ships on restricted voyage waivers indicate that while the ship carries an NLS cargo or NLS residue, it is limited to voyages between the ports or terminals listed on the certificate.

[CGD 81–101, 52 FR 7781, Mar. 12, 1987, as amended by CGD 81–101, 53 FR 28975, Aug. 1, 1988 and 54 FR 12629, Mar. 28, 1989]

**§ 153.484 Prewash equipment.**

Unless the ship operator shows that the prewash equipment specified in this section will be available at discharge